

Automotive News

Detroit, July 6, 1981

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Service Index pace slips, but tops '80 level

By Francis J. Gawronski

Service Editor

The rate of growth of new-car dealers' shop volume in May slipped 4.5 percentage points from the April pace, but was up from results in the same month a year ago, according to the Automotive News Service Index.

May's service and parts volume, according to the Service Index, amounted to 102.0 percent of the business recorded by dealers' shops in the same month of 1980. In April, shop volume was 106.5 percent of the business in the like month the year before.

With three of the five indicators showing good increases, May marked the third consecutive month in which parts and service business in new-car dealerships has shown an increase over the comparable year-earlier figure.

The three consecutive increases followed the year's only decline in February. The last time shop business registered three or more consecutive monthly gains was May, 1979.

The leading indicator in May was sales of all parts and accessories which were up 7.1 percent over the volume for the year-ago month.

In the runnerup spot in May was shop parts sales (those used on customer-paid and warranty repairs), up 3.5 percent, while gross profit on all labor, parts and P&A sales — the most important indicator from the dealers' viewpoint — showed a gain of 3.1 percent.

The indicators showing declines in May were repair orders written, down 5.2 percent, and total labor sales (customer-

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SERVICE INDEX

102.0*

	May, '81	5 mos., '81	May, '80	5 mos., '80
Gross Profit on				
All Labor and				
P&A Sales	+ 3.1%	+ 6.1%		
Repair Orders				
Written	- 5.2%	- 4.9%		
Total Labor Sales				
(Customer				
& Warranty)	- 1.4%	- 0.2%		
Shop Parts Sales				
(Customer				
& Warranty)	+ 3.5%	+ 2.1%		
Sales of All				
P&A	+ 7.1%	+ 6.1%		

*Survey by Automotive News shows that dealers' service and parts business in May, 1981, was 102.0 percent of business in May, 1980. Service business in the five months of 1981 was 102.4 percent of business in the corresponding period in 1980.

New Datsun unveiled



510 successor debuts in Japan

Nissan's replacement for the Datsun 510 has been officially introduced in Japan. The front-wheel-drive model will have a 2-liter engine and five-speed manual transmission as standard when it goes on sale in the U. S. this fall. Three and five-door versions, as shown here, will be marketed in the U. S.



Hatchbacks slated for fall intro in U. S.

All-new FWD Datsun 510 on way

By Bob Hall

Los Angeles Staff Writer

LOS ANGELES. — A relative newcomer to the front-wheel-drive dog and pony show, Datsun will be joining the bandwagon in a big way in 1981-82.

Already introduced in Japan is a series of new transverse-engined 510 replacements (called Violet, Auster and Stanza in Japan, depending on which grille is fitted) which have little in common with the present 510 other than nomenclature.

For Japan, the new FWD 510 will be offered with a choice of 1.6- and 1.8-liter single overhead camshaft in-line fours, both from a new C-family of engines.

As is usually the case with Nissan/Datsun products offered in Japan, the larger power units will be sold with a choice of carburetor or fuel injection. However, the U. S. will continue to get 2.0-liter, 2-plug-per-cylinder NAPS-Z engines that is essentially the same as the one used in today's front-engine/rear-drive 510.

For Japan, both 4- and 5-speed manual transaxles will be used (rumors from Japan are that the latter will be standard in the U. S.) along with an all-new 3-speed automatic transaxle that may add a torque-

converter lock-up by mid-1982.

Not surprisingly, Nissan has followed the concept of the Cherry with the front suspension, which has struts with negative offset steering geometry. There is rack-and-pinion steering, power assisted on some models, while the rear suspension is also of strut type. It is similar to that of the Lancia Beta series, with one trailing rod, and a pair of parallel rods giving lateral location.

Overall length of the basic models is 169 inches, or 3.4 inches less than a Chevrolet Cavalier.

• In Japan, the car will be offered in the usual bewildering number of trim levels ranging from a suitable-for-taxi-use strip to a power-window-and-steering-top-of-the-line luxury model that will undoubtedly be a real high-dollar, or, yen, item in Japan.

U. S. levels of trim are expected to be at the same level as that of the present 510, and it is quite likely that the power-assisted rack and pinion steering of the more costly Japanese domestic models will be offered as an extra-cost option.

The Violet/Auster/Stanza ranges will offer a choice of four-door notchback sedan, and three- and five-door hatchback models (although not all body styles will be offered in all ranges), but in the U. S. the new 510 will be offered solely as a hatchback with both the three- and five-door models to be sold in this country.

As the illustrations indicate, the '82 510 has very little

EPA leans toward CAFE-like plan for emissions rule

By Helen Kahn

Washington Bureau Chief

WASHINGTON. — EPA says it has tentatively found that averaging a maker's emissions levels in a CAFE-like system is potentially the cheapest compliance program that "does not sacrifice air-quality goals."

It has therefore set up a workshop on the so-called "mobile bubble" concept for July 28-30 in Washington.

EPA is considering revising the present system of certifying prototypes, checking assembly-line quality of emission controls and conducting field surveillance programs for possible recalls and repair.

Although EPA says the averaging concept is not the only option it is considering, it is the only one being taken up at this time.

EPA has opened a docket and added material but says these should not be construed as representing EPA's "positions, poli-

cies, or preferences."

Those wishing to testify should notify the docket by July 20.

The record will stay open 30 days after the workshop, which will address only the feasibility of and permutations on the "mobile bubble." It will not address proposed changes in the 1970 law, which is up for reauthorization before Sept. 30.

• The averaging concept being considered could include at least three basic elements — compliance based on in-use testing, compliance based on average emission performance and economic incentives aimed at assuring compliance by all manufacturers in a timely fashion.

The thesis is that testing near the end of five years or 50,000 miles "could provide at least as effective an evaluation" of emission performance as the current program.

Further, with 10 years of experience and the prospect of standards becoming "stabilized," makers "will feel less pressure to develop and produce new emission control technology..." and with better quality control, the industry may be able to take on the burden of compliance, leaving EPA to checking up later and using economic incentives to encourage compliance.

EPA recognizes that requiring each and every vehicle to meet the standards is more stringent than averaging, which allows the low emitters to offset the higher ones, providing the makers "greater flexibility in designing the mix of vehicles, perhaps with cost savings in development vehicle hardware and production quality control."

Several kinds of averaging will be considered. One is "averaging within design"—allowing all emission tests on vehicles of normally the same configura-

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breaking news

Pontiac P car is alive and well

DETROIT.—General Motors has revived the Pontiac P-car project, the sporty mid-engined two-seater which was shelved several weeks ago because of development costs. Following a review by division managers, the P is now set to bow as a 1984-model in the fall of 1983. It will feature a fiberglass body and will be powered by a throttle-body-injected 2.5-liter four. It continues as a Pontiac exclusive and will carry a price tag in the \$10,000-\$12,000 range.

Givens heads new Chrysler import unit

HIGHLAND PARK, Mich. — John K. Givens, former director of Sales Operations at Chrysler is being named general manager of a newly created Import Operations group in a move that separates and consolidates import activities. Givens will have a separate marketing budget, just as Joseph

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First Hathaway

The first production model of the Hathaway, a fiberglass-bodied neo-classic built with chassis and engine of any Triumph, TR-2 through TR-7, has been turned out by Hathaway Motor Co., Santee, Calif. The new firm's owners haven't set production numbers and aren't sure whether a kit will be offered. They're leaning toward assembled models, probably in the mid-\$20,000s.

GM engine-switch suit: Win a little, lose a little

By Roger Rowand

CHICAGO. — It was win a little, lose a little for General Motors when the jury in the engine-switch case brought in its verdict in federal court here.

For the plaintiffs, some 50,000 who bought Oldsmobiles and found Chevrolet engines in them, the jury brought back a mixed bag.

Judge Frank P. McGarr had divided plaintiffs into two classes. One class consisted of those who bought cars before April 10, 1977. That group consisted of about 10,688.

The second group consisted of those who bought cars after that date. Both classes claimed GM breached a warranty by substituting engines.

April 10 is significant as the date by which GM believed its customers, dealers and the general public had been made aware of its engine interchange program. The first engine-switch lawsuit was filed March 9, 1977.

The six-member jury deliberated during parts of three days. It decided those in the first class should be awarded \$550 each in damages, for a total of \$5.8 million.

Members of the second class, about 39,000 strong, got nothing.

They no doubt were made aware of the engine switch through a huge GM awareness campaign that permeated the media as news, advertising and commentary and was wide-

spread in GM dealerships, GM lawyers had contended.

No appeals are planned.

However, GM said it will not move to have set aside that part of the verdict not in its favor.

• Judge McGarr, in his instructions to the jury, emphasized a warranty must be written. He also said damages in the case must be restricted to the difference in value only attributable to engine value at the time of purchase.

Attorneys for the plaintiffs said they have several courses of action open to them.

They said they will appeal only if GM appeals. "If GM opens the case, we'll open it wider," said one.

A representative of the firm of Scheele, Serkland & Boyle, Ltd., representing many of the plaintiffs, said its lawyers can go back to the judge and ask for punitive damages which Judge McGarr early in the case ruled out.

Or, he said, they may work with Olds buyers who accepted a GM settlement of \$200 in cash and an extended warranty. There is a question as to whether they were aware when they signed a release that they were signing away rights to sue over other matters. One such matter might be the General Motors Type 200 automatic transmission, he said.

That aggressive law firm specializes in personal injury and worker compensation cases, answers one of its several phones with "General Motors hot line," and even has a toll-free telephone number for the convenience of new clients.

Also, the Chicago lawyers will ask Judge McGarr to make a ruling on the status of those who ordered 1977 Oldsmobiles before April 10, 1977, but did not get the cars until after the crucial date. There are probably 5,000 in that grouping, he said.

Last Chrysler deal bows out in Buffalo

BUFFALO. — Bison Chrysler-Plymouth has closed, leaving Chrysler Corp. without a dealership inside the city limits.

Bison C-P was owned by Joseph P. Mosey Jr., who formed it in 1975.

Fraser lays down strategy

Reopen GM, Ford pacts? 'No way'

By Marjorie Sorge

Labor Editor

DEARBORN. — There is no way the UAW will reopen negotiations with either General Motors or Ford Motor Co., according to UAW President Douglas A. Fraser.

Both auto companies have been calling for the union to reopen bargaining on the present contract, citing a two-tiered wage structure because of the stripped-down Chrysler contract.

"There is no Chrysler agreement in Ford's future and no Chrysler agreement in GM's future," Fraser told delegates to the IMF (International Metalworkers Federation) -UAW GM World Auto Council.

He said GM President F. James MacDonald has said negotiations will be reopened, but never has said when or where.

"He'd better take along a deck of cards because he's going to be playing a lot of solitaire," Fraser said. "I'm not going to be there. Owen (Bieber, UAW vice president and director of the GM department) is not going to be there. The national bargaining committee is not going to be there."

Bieber, also speaking at the meeting said, "No one has ever accused GM of a lack of gall."

"Although we pointed out that GM could hardly be compared to the near-bankrupt Chrysler and asked whether GM would want to 'open its books' — as Chrysler had done — to prove its case, (Roger B.) Smith (GM chairman) and MacDonald continued to play this tune for several more weeks," Bieber said.

On March 19, the UAW's national GM and Ford councils

met in Washington and voted not to reopen negotiations with either auto company. However, they did not prohibit starting the 1982 round of bargaining a little early. Both contracts expire in September, 1982.

• Since the UAW adopted that proposal, both companies have indicated they would like to see the number of paid days off reduced in lieu of wage cuts, citing high absenteeism costs.

Former GM Chairman Thomas Murphy has said that absenteeism costs the company \$1 billion a year. A company spokesman said that is based on 20 percent of the 400,000-member work force being off the job on any given day. That figure includes contractual and non-contractual days off.

Bieber accused GM of using high absenteeism figures which include the contractual days off, creating a deceptive atmosphere for total cost.

"I suppose Mr. Smith wants us to say to a GM worker, 'now don't you dare get sick, don't you dare get hurt in an accident, because your insurance benefit,

your health care costs, your sickness and accident benefit is costing GM money,'" Bieber said.

In an AUTOMOTIVE NEWS survey made earlier this year, GM reported the unexcused absenteeism rate for 1980 dropped 1.5 percentage points from 5.7 in 1979 to 4.2 percent in 1980. Contractual absenteeism combined with unexcused days off, rose from 9.4 percent in 1979 to 9.6 percent in 1980. That includes additional paid personal holidays granted in the 1979 contract.

While the UAW has said it will not reopen bargaining with either company, Fraser has said study groups will be formed, probably this summer, to begin working out details of the 1982 round. He said this would save both parties time when they return to the table.

According to Fraser, in the 1982 round of negotiations, the UAW will be dealing "a lot more seriously" with job guarantees and sourcing outside the U. S. He said the union must now "address this more militantly than ever before."

Chrysler workers get \$40 million in stock

By Marjorie Sorge

Labor Editor

About 94,000 Chrysler Corp. workers will be getting almost 6 million shares of company stock under an Employee Stock Ownership Plan (ESOP), the UAW said last week.

Each employee in the U. S. and Canada gets about 63 shares, valued at \$441, based on the current \$7 price per share. The issued value was based on the closing price each day over the 20 trading days during June 2-29. It averaged \$6.785 with a total cost of about \$40.6 million.

The ESOP was mandated by Congress in the Chrysler Loan Guarantee Act, passed in January, 1980. It covers any Chrysler employees who have been with the company nine months and worked 650 hours between July 1, 1980, and June 30, 1981.

About 67,000 of those eligible are UAW members.

UAW Vice President Marc Stepp said each Chrysler employee gets an equal number of shares and additional shares will be allocated over the next three years, for a total of \$162.5 million in stock.

The plan requires Chrysler to issue at least \$40.6 million in stock to its employees, excluding officers and directors, in each of the four years of the plan.

There are currently about 67 million shares outstanding. Distributing the stock to the workers will bring that total to about 73 million, according to a company spokesman.

He said issuing the stock does not cost Chrysler anything directly, but requires that the company forego the money it would have made from selling the stock on the market.

According to Stepp, each employee will get a statement of account within 120 days, showing the number and value of his/her individual shares. Those shares will be put in a trust for the employees until they quit, retire or die. The Manufacturers National Bank of Detroit is the trustee. Each employee can in-

form the trustee on how to vote his/her shares.

The UAW and Chrysler are also currently negotiating the details of a profit-sharing plan for union workers. The company agreed to that plan in January after the third round of bargaining on the current contract.

Ford extends service guarantee to Kansas City

Ford and Lincoln - Mercury dealers in the Kansas City area have become the second group to offer Ford Motor Co.'s service program that guarantees certain repair jobs performed by the dealerships on any Ford Motor car or light truck for the life of the vehicle.

The program, called Lifetime Service Guarantee, will be offered by 18 dealers in Kansas City, the first major metropolitan area in the U. S. to offer the program.

The program was launched several weeks ago by the two Ford dealers and one L-M dealer in the Chattanooga area.

"The participating dealers installing a genuine Ford or Motorcraft part guarantee the customer that he or she never again has to pay for the same part or the labor to install it as long as they own the vehicle," said C. V. Barion, general manager, Ford Parts and Service Division.

With each covered repair, the customer receives a copy of the guarantee for both free parts and free labor on repeat repairs.

According to Barion, the guarantee, backed in part by Ford Motor and offered at no cost to the customer, covers repairs made on all functional parts and components. They include cooling and electrical systems, engine, transmission and other power-train components, steering and suspension, factory installed options and dealer-installed accessories.

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56th year — No. 4870

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Slates workshop on 'mobile bubble' concept

EPA favoring emissions averaging

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tion) to be averaged together—before setting compliance with in the design.

Another is "averaging between designs" — this is, between different calibrations or engine displacements so that makers could target emission performance of each design, some above and some below standards. Ultimately, says EPA, this could be done over the makers' whole product line.

Another permutation, "averaging across mileage," recognizes that emissions change with mileage, with HC and CO historically increasing. Here, testing at 25,000 miles would average between tests at zero and at 50,000 miles.

Averaging in this manner could allow a manufacturer to offset excess (above standards) emission levels produced later in a vehicle design's life with better than required (below standards) emissions produced

early in its life.

"Averaging across time" could mean testing at perhaps two, three and four years or alternately, testing vehicles of a particular age (say, all four-year-olds) each year and averaged across the years to determine an average emission performance across model years. Either way, the result would set average emission performance at an average age of in-use vehicles.

It could try "averaging across manufacturers" by agreement among manufacturers. In its broadest sense, averaging test results across manufacturers could be extended into an industry-wide determination of average emission performance, emissions of some manufacturers to be offset by lower than average emission of others.

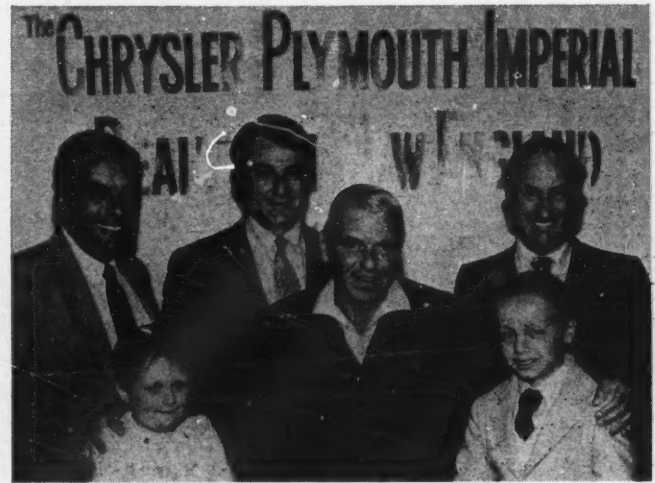
In this connection, EPA does not mention problems that could arise under the antitrust laws, nor problems of partial ownership such as now exist among

the Big Three domestic and three Japanese companies nor problems arising from joint ventures such as the one now under consideration by Ford and Toyota.

• The use of credits and debits and banking them or trading them is also to be discussed. And so are economic incentives — that is, fees or fines. EPA has placed in the docket a paper entitled "proposed Motor Vehicle Emission Control Program for the 1980s" and it encourages the industry to review that before preparing comments.

EPA wants discussion about such a program's impact on a manufacturer's design flexibility and development costs and on compliance demonstration costs. It also wants comments on the effect on competition and the effect on air quality, including any "pitfalls."

Specifically, comments are also asked on heavy-duty engines and motorcycles; averaging gasoline-fueled and diesel vehicles; ceilings; separate averaging for high altitude and California; vehicle eligibility (whether they have been properly maintained and used, or whether some vehicles like taxis and commercial vehicles should be excluded); vehicle selection technique (that is, randomly or in proportion to sales volume); compliance determination (that is, sampling and confidence level); test vehicle mileage; level of fine; recall (mandatory or voluntary); warranty; and fuel economy (since fuel economy is determined from the current certification, how would fuel economy standards compliance be tested?).



Sinatra, C-P dealers fund raiser

Chrysler Corp., through its advertising agency, Kenyon & Eckhardt, is exploring a repeat of this fund-raiser in New York. It worked well for New England Chrysler-Plymouth dealers with Frank Sinatra and C-P dealers selling 4,200 tickets and raising nearly \$150,000 for the Jimmy Fund. Pictured with Sinatra and the poster children are: John Fasjian, Framingham (Mass.) Chrysler-Plymouth; Ed Glick, Bancroft Chrysler-Plymouth, Worcester, Mass., and Dick Bournival, Bournival Chrysler-Plymouth, Lowell, Mass.

New England tax proposals focus on hikes for truckers

BOSTON. — With New England highways taking an unmerciful pounding from weather, salt, high tourist travel and especially heavy truck volume (because most of the goods bought into the area come by truck), all six states are looking for new sources of income to just keep up with highway maintenance.

Higher truck fees and increased fuel taxes are two areas targeted so far.

Vermont is a case in point. Fuel taxes of at least 10 cents a gallon (which bring the state's tax to one of the highest in the nation) have been proposed.

Healthy industry called vital part of defense buildup

DEARBORN. — The United States cannot rebuild its national defense unless it also strengthens its industrial base, Gerald C. Meyers, American Motors chairman, told the U. S. Army TACOM Military Vehicle Manufacturing Technology Conference here.

Meyers said that with the election of President Reagan, national defense policy has entered "a new age of realism, an age in which we finally seem to recognize that to be unprepared for war is to invite it."

"We have left behind, I hope forever, the dangerous illusion that somehow this nation could allow its armed forces to deteriorate, while those of our most likely enemies grew stronger at an alarming rate," Meyers said.

"The Reagan Administration has declared its commitment to rebuild our defense to a level unmatched by any nation."

"The commitment to a strong defense is equalled by its determination to rebuild our industrial base," Meyers said. "This double commitment is new and important. We simply cannot have a strong defense unless our defense industry is strong and vigorous."

AMC produces tactical wheeled vehicles for military forces throughout the world through its subsidiary, AM General Corp.

Legislators are reluctant to increase the gas taxes, fearing this would hurt the state's tourist industry which is vital to its economy, as it is in the other New England states.

Next are higher use fees for out-of-state truckers. The truckers recently lost the first skirmish in a legal battle over the fees they would have to pay to use Vermont's highways.

In Rutland, U. S. District Judge James Holden denied the truckers' request for a temporary restraining order to block higher road-use fees on the basis they were unconstitutional. The American Trucking Assn. and several out-of-state trucking firms had asked for the order.

Judge Holden passed the case onto Superior Court, where he said the case belonged.

Under the new payment schedule, a \$20 trucking permit would be doubled. Charges for making individual trips through the state would be raised from \$10 to \$15.

The legislators made it clear they wanted the additional fees to help bail out the state's deficit-ridden highway fund.

Used car sales
Auction Averages

July to date	\$4,280
Month ago	\$4,146
Year ago	\$3,174

Model breakdown
Auction Averages

	JULY TO DATE	JUNE	MAY
1981.....	\$7,176	\$7,128	\$7,328
1980.....	5,842	5,858	5,887
1979.....	4,827	4,867	4,843
1978.....	3,960	3,880	3,845
1977.....	3,254	2,972	3,086
1976.....	2,448	2,288	2,284
1975.....	1,840	1,896	1,798
1974.....	1,567	1,379	1,457
Overall			
AVERAGE	\$4,280	\$4,286	\$4,328

Fiat plan to build Zestava in Ireland appears dead

DUBLIN, Ireland. — A plan whereby Fiat (Ireland) would assemble the Yugoslav Zestava car in Dublin apparently is being abandoned.

Though Fiat here (wholly owned by the Italian parent) will not comment, it is believed that the plan involved assembling about 14 Zestavas per day in Dublin for the Irish and British markets.

The Zestava has recently gone on sale in Britain, and an Irish assembly point is believed to be particularly attractive to Zestava. Both Ireland and Britain use right-hand-drive cars, so no revision of models would have been necessary.

A deal between Fiat and Zestava would have been logical, in that Fiat owns 20 percent of Zestava.

Zestava plans to sell 2,000 models in Britain this year and hopes to increase this to 12,000 by 1983.

The reasons for the breakdown in the plan are not known. Car assembly in general is in bad shape here, with the recent closure of Talbot and more recently Daihatsu, and by 1984 there will be no legal obligation for assemblers to build up a 5 percent stage of the market before being allowed to import fully assembled models.

Fiat makes it clear that it is looking for an alternative industry for its employees, currently numbering 115, after 1985, and the Zestava project was to have fulfilled that role.

Retail slide prompts makers to push fleet/lease orders

Continued from Page 2

Dodge 400, there's an early order discount of \$200, plus regular discount of \$300, for a total of \$500. On the Diplomat, Gran Fury and New Yorker, there's an early order discount of \$100, plus regular discount of \$400, for a total of \$500.

On all North American-built trucks, there's a \$100 early order discount plus regular discount of \$400, for a total of \$500.

In addition, fleet buyers have a choice of one free option from free air conditioning, AM/FM stereo radio, AM/FM stereo with CB unit, or speed control with deluxe wipers. The choice is available for all car lines, except the L-body Omni/Horizon. (Trucks are also excluded).

Chrysler has already drawn one big order for International Harvester for 1,400 K-cars. Last year, it scored a big order when Xerox purchased 3,500 K-cars.

• American Motors is offering special year-long discounts for all models, including the new '82 Fuego, a Renault model.

Spirit carries a \$350 discount; Concord and Eagle, \$400 dis-

counts (the larger Series 30 Eagles carry a \$700 discount); the Jeep CJ and Scrambler models have \$500 discounts, and Cherokee, Wagoneer and pickup trucks have \$700 discounts.

On Renault, there's a \$200 discount for Le Car, \$200 for 18i and \$400 for Fuego. If ordered with factory air, AMC, Jeep and Renault vehicles qualify for an additional \$100 allowance.

The 258-CID six-cylinder engine is available at no extra charge on Spirit, Concord and Eagle Series 50 units.

Chevrolet reports having more than 26,000 commercial orders for its new J-car, mostly from daily rental people.

However, buyers are being told there's a 10-to-12 week wait for the units compared with a more normal six-to-eight week wait on fleet orders.

The J-car is considered a bit too small, with too high an equipment content, to be a big factor in the fleet/lease market at this time, but it is considered an excellent vehicle for the daily rental market, where resale and high fuel economy are prime considerations.

Generally, fleet/lease sales are expected to improve this year, though daily rental is expected to continue to be soft because of a decline in airport traffic and high interest rates which pose as much a burden to companies like Hertz and Avis as they do to dealers who have to floor-plan units.

Robert Ward, president of Gelco Fleet management group, of Gelco Fleet and Management Services Co., said his firm was having a strong purchasing year in '81, and expected '82 to be even stronger.

"We are strongly advising (clients) to buy or purchase early. Rebate programs and bonuses are a big factor this model year, as they were last year," Ward said.

He qualified his optimism, though, by noting that availability of the more desired models, plus interest rates and pricing, would all be factors affecting the market.

Service Index gains again, but at a slower rate

Continued from Page 1

paid and warranty) which dipped 1.4 percent.

Figures used in the Service Index are averages compiled from reports on shop operations from a cross-section of the nation's new-car dealerships.

Service and parts business in the first five months of 1981 amounted to 102.4 percent of the volume registered in the same period a year ago.

Gross profit and sales of all parts and accessories were leading indicators for the year-to-date period with increases of 6.1 percent, followed by shop parts sales, up 2.1 percent.

Repair orders were down 4.9 percent for the five-month period, while labor sales declined 0.2 percent.

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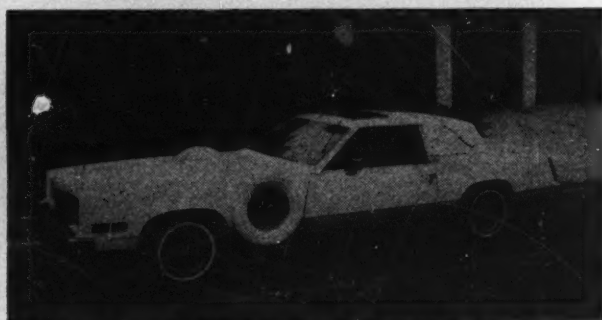


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ABOUT THE AUTHOR: Gary Erichson was an award winning auto salesman, sales manager, dealer, and is the creator of the LEAD (selling) SYSTEM. He is currently the President of Enlightened Sales Training, Inc., where he markets the LEAD SYSTEM and conducts a school and placement service for persons interested in becoming auto salespeople.

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IMPORT REGISTRATION SHARES IN U. S.

	MARCH				THREE MONTHS			
	Regis., March, 1981	Percent Share of Market	Regis., March, 1980	Pct. Pt. Change '81 vs. '80	Regis., 3 mos., 1981	Percent Share of Market	Regis., 3 mos., 1980	Pct. Pt. Change '81 vs. '80
Toyota.....	55,178	24.44	52,064	23.70 + 0.74	143,939	23.98	147,405	23.80 + 0.18
Datsun.....	39,029	17.29	45,701	20.80 - 3.51	105,012	17.50	128,510	20.76 - 3.26
Honda.....	32,657	14.47	28,507	12.97 + 1.50	94,398	15.73	83,029	13.41 + 2.32
VW.....	20,393	9.03	21,306	9.70 - 0.67	55,803	9.30	56,139	9.07 + 0.23
Mazda.....	17,156	7.60	11,918	5.42 + 2.18	46,899	7.82	38,198	6.17 + 1.65
Subaru.....	12,365	5.48	9,128	4.15 + 1.33	32,683	5.45	28,520	4.60 + 0.85
Fiesta.....	6,336	2.81	6,771	3.08 - 0.27	15,961	2.66	19,231	3.11 - 0.45
Colt.....	5,728	2.54	6,230	2.84 - 0.30	13,396	2.23	18,367	2.97 - 0.74
Champ.....	5,579	2.47	6,508	2.96 - 0.49	13,369	2.23	18,118	2.93 - 0.70
Mercedes.....	5,011	2.22	.....	.....	13,246	2.21	12,931	2.09 + 0.12
Fiat.....	.....	.....	4,965	2.26	.....	.....	.....	.....
Others.....	26,301	11.85	26,622	12.12 - 0.47	65,344	10.89	68,696	11.09 - 0.20
TOTAL.....	225,733	.....	219,720	.....	600,050	.....	619,144	.....
Share of U.S. Total.....	26.59	.....	27.44	- 0.85	27.77	.....	27.45	+ 0.32

Registrations not available for Oklahoma.

But market penetration declines

Import registrations rise for month

By Jenny L. King
Staff Writer

Registrations of new imported cars in the U. S. in March were up from the year-ago total as well as the totals in January and February of this year, but their penetration of the month's market was down from the March, 1980, level and levels of the first two months of 1981.

New import registrations in March totaled 225,733, up 2.74 percent from 219,720 in March of 1980. They were up from 200,075 in February and 174,242 in January, 1981.

Import penetration this March was 26.59 percent compared with 27.44 percent a year ago. February penetration was 29.64 percent and in January it was 27.37 percent. March, 1981, marked the culmination of numerous customer rebates and sales incentive programs which stimulated the domestic market and probably accounted for the drop in import penetration.

Record import penetration was 30.51 percent, notched in August of 1980.

For the first quarter, total import registrations were 600,050, down 3.08 percent from 619,144 last year. Imports accounted for 27.77 percent of U. S. new-car imports in the first three months, up a slight 0.32 percentage points from 27.45 percent a year ago.

In March, Toyota maintained its lead, taking 24.44 percent of all import registrations. Honda continued to close the gap between its share and that of second-place Datsun. Honda was up to 14.47 percent from 12.97 percent a year earlier while Datsun dropped to 17.29 percent from 20.80 percent.

Fifth place Mazda enjoyed the greatest growth, up 2.18 percentage points, to 7.60 percent from 5.42 percent, gaining on fourth-place Volkswagen at 9.03 percent.

Fiesta was down to 2.81 percent from 3.08 percent last year, Colt dropped to 2.54 percent from 2.84 percent and Champ dipped to 2.47 percent from 2.96 percent.

Mercedes-Benz edged out Fiat for the number-ten spot among imports, its registrations in March accounting for 2.22 percent of the import total. The German-built luxury import was in ninth place, ahead of Champ, in the year-to-date lineup.

The top 10 imports accounted for 88.35 percent of March import registrations, compared with 87.88 percent a year earlier. In the first three months, the top 10 took 89.11 percent of the total, up from 88.91 percent last year.

Japan continued to dominate the U. S. import scene in March, taking 75.83 percent of the total, compared with 73.92 percent a year earlier. In pure numbers, Japan was up over March, 1980 to 171,163 from 162,411; Sweden was up to 6,201 from 5,446, and France was up to 4,008 from 3,502.

German imports slipped to 38,993 from 40,861; Italy was down to 3,544 from 5,535 and Great Britain dipped to 1,824 from 1,965.

Registrations by country of origin for the first quarter, 1980, with year-earlier figures in parentheses were: Japan, 457,490 (468,198); Germany, 104,379 (109,769); Sweden, 15,803 (15,468); France, 10,575 (8,607); Italy, 7,945 (11,915), and Great Britain, 3,858 (5,187).

Registrations of imported trucks in March were down 9.07 percent, to 44,736 from 49,200 a year earlier.

Registrations of imported trucks in March, with year-ago figures in parentheses, were: Datsun, 10,950 (9,799); Toyota, 10,212 (12,726); Ford Courier, 6,769 (7,264); Chevrolet LUV, 6,724 (8,201), and others, 10,081 (11,210).

The truck import total for the first quarter of 1981 was 112,575, down 17.95 percent from 137,198 last year.

Registrations of imported trucks in the first quarter, with year-earlier figures in parentheses, were: Toyota, 27,086 (35,890); Datsun, 24,822 (27,791); LUV, 17,142 (24,052); Courier, 17,064 (20,529), and others, 26,461 (28,936).

UAW would bar five firms from Chrysler pension fund

DETROIT. — The UAW has asked the trustee of the UAW-Chrysler Pension Fund not to make further investments in five U. S. corporations which have not endorsed the "Sullivan Principles" in South Africa.

The companies involved are United States Steel, Allegheny Ludlum, Eaton Corp., Dresser Industries and Newmont Mining, according to UAW Vice President Marc Stepp.

The Sullivan Principles relate to equal employment practices for U. S. firms operating in South Africa.

As part of the 1979 contract settlement between the UAW and Chrysler, the union received the right to recommend

annually that the trustee of the pension fund not make any new investments in up to five companies which have not adopted the principles.

According to Stepp, the UAW wrote to 13 large U. S. companies which they were told were not supporting the principles. Based on responses from those firms, the trustee was notified of five companies the UAW wished to deny further investments from the fund, Stepp said.

He said he hopes that "at the very least, the Sullivan Principles will become the basis for similar and stronger pension-fund investment cutoffs to be negotiated by the UAW in future contracts with other companies" and that "other unions will bargain similar provisions."



Strong honored

A 25-year dealer award plaque is presented to Robert R. Strong, left, Strong Chevrolet-Buick, Inc., Damariscotta, Me., by R. R. McKenna, assistant zone manager / field for Chevrolet's Boston zone.

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Decade-long look at agency, administrators

Recalls point to NHTSA vigilance

By Helen Kahn

Washington Bureau Chief

WASHINGTON.—Following is a 10-year picture of the defect investigation and recall activities of NHTSA.

Like all statistics, it gives only a partial picture, but it does cover both Republican and Democratic administration and five heads of the agency.

A decade is just a handy period. No slight is intended to the first safety chief, Dr. William Haddon Jr., who got the ball rolling by creating the initial standards out of cardboard boxes of comments in multiple languages and set up the defect investigation system.

Recalls initiated for cars and trucks:

1970—1,240,000
1971—9,420,000
1972—12,081,000
1973—7,000,000
1974—2,877,000
1975—2,109,000
1976—3,492,000
1977—12,923,000
1978—9,063,000
1979—8,919,000
1980—4,863,000

(The 1971 total includes the largest recall, 6,682,000 General Motors cars and light trucks for engine mounts. Included were 1965 through 1969 models.)

(The 1980 total does not include the 16 million labels which are to be affixed to Ford Motor Co. vehicles, negotiated as a result of alleged transmission slippage from Park to Reverse.)

The 1966 law required vehicle owners to be notified of safety-related defects; it was amended in 1974 to mandate recall and free repair or replacement.

In the interim period, manufacturers—spurred by the prospect of product liability suits—usually recalled and repaired vehicles with safety-related defects.

The law was signed by President Johnson on Sept. 9, 1966, and Haddon was named later that fall as head of a bureau of the Commerce Department. The Department of Transportation was created later, and the bureau (first under the Federal Highway Administration) became a separate agency, NHTSA.

Douglas Toms—Jan. 15, 1970-March 7, 1973—served as NHTSA administrator under President Nixon.

James B. Gregory—Aug. 13, 1973-Feb. 23, 1976—served under President Nixon and President Ford.

John Snow—July 8, 1976-Feb. 28, 1977—served under President Ford.

Joan Claybrook—April 8, 1977-Jan. 20, 1981—served under President Carter.

Raymond A. Peck—April 24, 1981—is serving under President Ronald Reagan.

All safety chiefs except for Haddon and Claybrook have

been Republicans.

During the tenure of Toms, there were 72 recalls involving 456,000 vehicles during his first six months. During his first year, there were 154 campaigns involving 1,240,000 vehicles.

During Gregory's first six months, there were 105 campaigns involving 1,932,000 vehicles; during his first year, there were 247 campaigns involving 2,877,000 vehicles.

During Claybrook's first six months, there were 105 cam-

paigns involving 4,164,000 vehicles. During her first year, there were 246 campaigns involving 12,923,000 vehicles.

This was the highest number of vehicles involved in recalls in any given year, although if the 16 million Fords with alleged slippage from Park to Reverse had been recalled instead of having warning labels, 1980 would have been the top year.

During the first six months under Peck, there have been 74 campaigns involving 1,272,000

vehicles. This does not include the 5.8 million GM cars and light trucks in the U.S. voluntarily recalled by GM last February for rear suspension bolts. The figure used by GM was 6.4 million, but that was worldwide.

A different way to assess government vigilance in the defect investigation business—or to assess improved quality control on the part of both domestic and foreign makers—is to compare opening of investigations.

Investigations opened:

1977—25
1978—18
1979—10
1980—5
1981 so far—zero.

The closing of investigations

is not assessed because those figures can be misleading. (For example, Claybrook closed a great many investigations that had lingered for years.) Investigations are closed by mandated recall, voluntary recall or because evidence does not justify continuation.

Closing of investigations—as well as opening them—also tends to reflect the judgment and personalities of administrators. Recall campaigns are better indicators of judgment since they may be subject to the acid test of litigation. The seriousness of the defect varies widely—from brakes and wheels falling off to a plastic grommet on a shoulder harness.



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Corolla is rated
world's top seller

For the fifth year in a row, Toyota Corolla was the world's best-selling automobile.

Leaders in sales for 1980 were:

1—Toyota Corolla	771,720
2—Renault R-5	519,851
3—Volkswagen Golf	517,818
4—Nissan Sunny	506,052
5—Chevrolet Citation	459,393
6—Chevrolet Chevette	454,068
7—Opel Kadett	418,152
8—Oldsmobile Cutlass	395,785
9—Buick Century	370,880
10—Honda Civic	367,067

But tops year-earlier tally

Car production trails previous week

By Patricia Hoffman
Staff Writer

U. S. auto production last week fell below the previous week's output, but the total was substantially above that of the comparable 1980 week.

The auto makers last week targeted output at 144,888 units, down 11.89 percent from 164,073 built in the previous week, but up 42.47 percent from 101,699 units completed in the comparable week last year.

Year-to-date, output was 3,666,371 units, up 4.30 percent from 3,515,064 cars completed in the corresponding period last year.

Breakdown for the week by company was: General Motors, 62.52 percent; Ford Motor, 21.60 percent; Chrysler Corp., 11.73

percent; Volkswagen of America, 2.08 percent; American Motors, 2.07 percent.

Checker Motors will remain closed until July 13.

American Motors said that it will begin retooling its Lakefront plant in August for a new line of front-wheel-drive cars which will be introduced next year.

A second shift will be added at the Kenosha Main plant beginning Monday (Aug. 17) for production of the Spirit and SX/4 bodies, currently being built at the Lakefront point.

Chrysler has slated overtime this week at its Belvidere assembly point. The plant will be working two daily nine-hour shifts beginning today (July 6). All other Chrysler points will

be on regular eight-hour schedules.

Ford's Wixom assembly point, which closed for '82 model changeover on June 26, will resume August 3 with production of the new luxury cars.

Also at Ford, its San Jose facility (Mustang and Capri) will be down starting today (July 6) for changeover to the Escort Lynx, EXP and LN7 cars. The plant is slated to resume operations Sept. 8.

Truck production tops year ago tally by wide margin

U. S. truck production last week again fell below the previous week's total, although output was still considerably above the 1980 comparable figures.

Domestic truck manufacturers scheduled output last week at 36,390 units, down 8.84 percent from 39,920 trucks built in the previous week, but up a substantial 58.01 percent from 23,030 in the comparable 1980 week.

So far this year, the truck makers have completed 950,247 trucks, up 10.64 percent from 858,878 assembled through July 5, 1980.

General Motors' St. Louis and Pontiac truck points were idle for vacation on Friday (July 3). Operations at both plants are slated to resume today (July 6).

General Motors said that as of June 19, its Baltimore truck assembly point ended production of the light Chevrolet and GMC trucks.

International Harvester, down July 3 for vacation, will remain idle, with operations slated to resume July 27.

Canadian output also feels pinch of holiday week

Canadian auto and truck production during the four-day holiday week fell below the previous week's output. But both car and truck totals remain above the comparable year-ago figures.

Production last week for the auto makers was estimated at 19,248 units, down 17.79 percent from 23,412 cars built in the previous five-day week, but up 16.85 percent from 16,473 units in the comparable year-ago week.

Year-to-date, auto output was 475,395 units, up slightly from 471,254 built in the comparable period last year.

Truck production last week was targeted at 9,954 units, down 24 percent from 13,097 in the previous week, but up a substantial 80.72 percent over the 5,508 trucks completed in the comparable 1980 week.

So far this year, the truck manufacturers have completed 300,472 units, up 4.12 percent from 288,585 built through July 5, 1980.

Chrysler's Windsor car point, down since June 27 for '82 model changeover, will remain idle until Aug. 10.

All other Canadian car and truck facilities, with the exception of International Harvester's Chatham and Vancouver points, and Volvo's Halifax facility, were idle last Friday (July 3) in observance of the Canada Day holiday.

U. S. CAR PRODUCTION

	Week Ended July 4, 1981	Week Ended July 5, 1980	Week Ended June 27, 1981	June Est.	Jan. 1 to July 5, 1980	Jan. 1 to July 4, 1981
AMERICAN MOTORS.....	3,000*		2,400*	10,800*	93,913	58,854*
AMX.....						
Spirit.....						
Concord.....						
Eagle.....						
Pacer.....						
CHRYSLER CORP.....	17,000	9,495	20,942	83,682	335,020	444,509
Plymouth Total.....	9,450	3,900	11,593	45,223	153,033	230,718
Horizon.....	3,750	2,680	4,478	15,986	84,694	86,914
Reliant.....	5,700		7,115	29,237		134,217
Volare.....		630			51,336	
Caravelle.....		40			3,779	2,139
Gran Fury.....		550			13,224	7,448
Chrysler Total.....		1,995			44,895	22,098
LeBaron.....		1,570			34,113	17,236
Chrysler.....		425			10,782	4,862
Dodge Total.....	7,550	3,600	9,349	38,459	137,092	191,693
Omni.....	2,650	2,195	3,466	15,192	73,811	68,599
Aspen.....		300			36,628	
Aries.....	4,900		5,883	23,267		106,768
Diplomat.....		705			16,271	12,644
St. Regis.....		400			10,382	3,682
FORD MOTOR.....	31,290	18,650	32,638	149,224	702,981	780,338
Ford Division.....	22,148	13,194	21,314	97,955	520,071	532,384
Escort.....	7,380		8,334	35,248		199,347
Pinto.....		2,475			61,723	
Fairmont.....	4,712	2,123	5,321	22,283	143,439	114,555
Must./Must. II.....	5,387	4,504	5,313	22,013	139,717	92,990
Granada.....	2,935	2,485	158	9,816	49,798	46,436
Thunderbird.....	1,734		2,188	5,112	74,793	38,170
Ford.....		1,607		8,483	50,601	40,886
L-M Division.....	9,142	5,456	11,324	51,269	182,910	247,954
Mercury Total.....	9,142	4,398	9,690	43,850	164,638	211,657
Bobcat.....		345			11,159	
Lynx.....	2,716		2,997	13,054		69,393
Capri.....	1,868	1,184	2,157	8,994	40,275	32,948
Zephyr.....	1,286	949	1,967	8,478	45,947	35,109
Cougar/Monarch.....	1,382	896	198	5,216	15,983	23,833
XR-7.....	853		1,065	2,440	23,752	16,729
Mercury.....	1,037	1,024	1,306	5,668	27,522	33,645
Lincoln Total.....		1,058	1,634	7,719	182,910	247,954
Lincoln.....		511	809	3,711	7,061	17,699
Mark VI.....		547	825	3,708	9,350	18,598
Versailles.....					1,861	
GENERAL MOTORS.....	90,590	69,854	104,285	451,463	2,273,971	2,285,752
Buick Division.....	16,711	13,178	18,112	82,877	448,801	498,877
Skyline.....	5,664	3,296	5,530	23,817	122,047	138,045
Century.....	1,209	3,009	1,742	8,632	99,220	85,852
Regal.....	5,085	3,544	5,880	28,650	118,697	152,358
Buick.....	3,426	2,733	3,682	16,233	83,194	90,408
Riviera.....	1,327	596	1,278	5,545	25,643	32,214
Cadillac Division.....	7,335	3,249	7,303	30,755	112,766	152,384
Cimarron.....	1,000		1,034	3,734		5,290
Seville.....	490	577	472	2,046	19,189	14,768
Eldorado.....	1,605	971	1,542	6,695	29,271	36,297
Cadillac.....	4,240	1,701	4,255	18,280	64,306	96,029
Chevrolet Division.....	34,095	27,955	42,098	177,129	954,822	832,429
Chevette.....	7,485	7,680	8,373	35,462	242,133	178,868
Cavalier.....	4,725		3,077	13,751		28,654
Monza ('80).....		2,765			90,943	
Camaro.....	4,260	2,030	4,390	19,662	70,563	81,011
Citation.....	5,360	6,865	9,296	37,033	251,961	198,369
Malibu.....	3,190	4,555	7,154	29,475	147,931	150,069
Monte Carlo.....	3,315	850	4,055	17,887	57,208	81,858
Chevrolet.....	4,800	2,570	4,840	21,153	70,713	97,629
Corvette.....	960	640	913	2,706	23,370	15,971
Oldsmobile Division.....	17,456	15,869	20,132	91,252	439,911	517,750
Omega.....	3,194	1,899	3,453	14,480	64,617	82,505
Cutlass.....	7,418	8,699	9,745	46,421	220,354	258,145
Oldsmobile.....	5,786	4,471	5,920	25,949	132,668	150,184
Toronado.....	1,058	800	1,014	4,402	22,272	26,916
Pontiac Division.....	14,993	9,603	16,640	69,450	317,671	284,312
Academy.....	575	165	573	2,285	12,996	12,870
J2000.....	3,173		2,877	12,075		24,995
Sunbird ('80).....		2,354			79,622	
T1000.....	2,178		2,631	10,906		39,520
Firebird.....	2,460	1,232	2,562	11,471	46,252	39,819
Phoenix.....	2,131	2,100	2,764	11,220	73,775	64,164
Grand Prix.....	2,508	1,792	2,983	12,200	34,757	58,610
LeMans.....	1,604	1,004	1,881	7,708	34,309	36,042
Pontiac.....	364	956	369	1,585	35,960	8,292
VOLKSWAGEN.....	3,008	3,500	3,808	12,083	107,409	95,700
CHECKER.....				215*	1,570	1,218*
Total Cars, U. S.	144,888	101,699	164,073	707,467	3,515,064	3,666,371

CANADIAN CAR PRODUCTION

	Week Ended July 4, 1981	Week Ended July 5, 1980	Week Ended June 27, 1981	June Est.	Jan. 1 to July 5, 1980	Jan. 1 to July 4, 1981
AMERICAN MOTORS.....	570		851	3,242		17,127
CHRYSLER CORP.....	2,128	1,517	2,471	8,621	38,478	22,308
FORD MOTOR.....	5,956	5,324	7,599	32,538	143,077	127,938
GENERAL MOTORS.....	10,414	9,632	12,266	54,908	284,221	302,440
VOLVO.....	180		225	941	5,478	5,582
Total Cars, Canada.....	19,248	16,473	23,412	100,250	471,254	475,395
N. American Cars.....	164,136	118,172	187,485	807,717	3,986,318	4,141,766
N. American Trucks.....	46,344	28,538	53,017	232,967	1,147,463	1,250,719
North American Cars and Trucks.....	210,480	146,710	240,502	1,040,684	5,133,781	5,392,485

†—All Acadia and Caravelles are built for sale in Canada. *—Estimated.

Three alleged fuel-stretchers fail to perform in EPA tests

WASHINGTON. — EPA has told the makers of three different "fuel economy devices" their products do not perform as alleged and that the agency will not certify them.

Affected are: Pegusus Enterprise, which markets an item called "Platinum Gasaver." It

is claimed "to improve gas mileage at least 20 percent and to cut down on harmful emissions."

It consists of a Gasaver instrument filled with 12 ounces of Gasaver solution and a line from the instrument connected to a vacuum line at the base of the carburetor through which the Gasaver solution is bubbled into the engine.

Chandler Associates markets an item called "Petromizer System," which is claimed to "better control exhaust emissions and increase miles per gallon."

It consists of two units—a carburetor base plate adapter which admits additional air and swirls the air-fuel mixture and fuel line diverter valve to regulate fuel pressure.

Fuelteck Corp. markets two fuel additives called "ULX-15 and ULX-15D." These are claimed "to improve gasoline and diesel engine combustion" and thereby increase fuel economy.

EPA said none of the manufacturers had provided it with proof the devices or additives worked.

EPA is required under the Motor Vehicle Information and Cost Savings Act to test all alleged fuel-economy devices.

TRUCK PRODUCTION IN U. S.†

	Week Ended July 4, 1981	Week Ended July 5, 1980	Week Ended June 27, 1981	June Est.	Jan. 1 to July 5, 1980	Jan. 1 to July 4, 1981
CHEVROLET.....	11,405	5,990	12,421	56,965	260,705	306,221
DODGE/PLYMOUTH.....	2,300	3,970	2,883	11,757	84,532	52,142
FORD.....	13,344	6,127	14,638	67,191	293,606	347,206
GMC.....	3,626	3,371	4,199	17,943	87,795	102,280
INTERNATIONAL.....	1,352	1,988	1,654	7,184	25,772	38,522
MACK.....		360			13,709	
JEEP.....	2,121*		1,697*	7,636*	51,105	45,592*
AMC CORP.....	90*	180*	90*	396*	4,829*	2,255*
VOLKSWAGEN.....	1,400*	544*	1,400*	6,160*	21,659	32,600*
MISCELLANEOUS.....	752	500	938	2,977	15,166	23,429
Total Trucks, U. S.	36,390	23,030	39,920	178,209	858,878	950,247

CANADIAN TRUCK PRODUCTION

	Week Ended July 4, 1981	Week Ended July 5, 1980	Week Ended June 27, 1981	June Est.	Jan. 1 to July 5, 1980	Jan. 1 to July 4, 1981
CHRYSLER CORP.....	1,653		2,418	9,586	22,198	42,885
FORD MOTOR.....	2,720	2,916	3,774	15,120	103,173	89,747
GENERAL MOTORS.....	5,336	2,172	6,658	28,961	141,781	161,376
AMERICAN MOTORS.....					11,644	
INTERNATIONAL.....	245	380	247	1,091	8,486	6,464
MACK.....		40			1,303	
Total Trucks, Canada.....	9,954	5,508	13,097	54,758	288,585	300,472
N. American Trucks.....	46,344	28,538	53,017	232,967	1,147,463	1,250,719

†—Now includes window van production. *—Estimated.
Jep includes commercial vehicles only. AM P-series includes government-destined vehicles.
AM General will no longer be figured in the North American trucks.

International Harvester and Thomas car assembly points will resume operations July 27.

The Ford Oakville truck facility will resume operations July 20.

All other Canadian assembly points are slated to resume normal production today (July 6).

The Ford Oakville and St.